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# NEW YORK JOURNAL

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SALES

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THURSDAY—Showers.

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THURSDAY—Showers.

PRICE ONE CENT In Greater New York and Jersey City. Elsewhere, TWO CENTS.

## WILLIE VANDERBILT NEAR DEATH ON AN AUTOMOBILE.

Racing Backward on a Newport Drive, He Makes a Mistake with the Levers and the Vehicle Turns Over.

Young Millionaire Is Thrown Fifteen Feet, and So Escapes Being Crushed, but Is Unconscious When Picked Up.

Newport, July 5.—William K. Vanderbilt, Jr., had a narrow escape last night from a most serious accident while out in his automobile. That he was not killed is deemed marvellous.

He and his friend, Mr. Arthur Kemp, have taken to the horseless vehicles, and were spinning up and down the Ocean Drive when the accident occurred, near Mr. Kemp's house. It was about 10 o'clock, at which time there is very little driving on this road, which skirts the water. Mr. Vanderbilt, it is said, was going down hill backward at a high rate of speed, which, as may be imagined, is a most dangerous thing to do.

He was in the lead, with his friend close behind. He wanted to lessen the speed, and the inference derived from the position of the controlling levers after the accident, is that he threw on full speed backward while the brake was on, with the result that the carriage turned a complete somersault.

Mr. Vanderbilt was thrown about fifteen feet, fortunately away from the carriage, which weighs about 1,500 pounds.

Mr. Kemp ran at once to his friend's assistance. Mr. Vanderbilt was unconscious, and remained so for a few moments. Finding that he had not been seriously injured, Mr. Kemp took him to "Belvoir," his residence, and Dr. Clement Cleveland was summoned.

Mr. Vanderbilt was found to have escaped without injury, except for a good shake-up was none the worse for his accident. He was quite stiff, however, to-day and limped just a little, but he was out driving as usual with his wife, and this morning took a spin on his wheel.

All Newport, of course, has been talking about his hairbreadth escape and wondering how the accident occurred. At first the impression seemed to be that Mr. Vanderbilt and his friend had been racing, but this was afterward contradicted. Going backward at high speed, experts say, explains the whole thing.

An expert automobilist is authority for the statement that had the carriage been going forward, at no matter what rate of speed, the accident could not have occurred. While yesterday was the first day Mr. Vanderbilt has used his automobile, he was thoroughly acquainted with its mechanism, having driven one before about a year ago.

The one in which the accident occurred has a "back to back," a form of stamper, seating four persons. It cost about \$2,000. It was rented by Mr. Vanderbilt, and was supposed to run thirty miles on the level, and has a speed of from twelve to fifteen miles an hour.

The extent of the damage done to the automobile has not yet been determined, but it will cost several hundred dollars to repair it. The running gear and motor are in perfect condition, but the battery is seriously injured.

Mr. Vanderbilt's accident has not lessened the popularity of the horseless carriage, and several society people are arranging for an automobile party to be given soon.

## THE SMOKER TO GET WHAT HE BUYS.

He May Be Protected Against False "Key West" Cigars in the Future.

W48 Boston, July 5.—In the United States Circuit Court to-day Judge Colt decided that articles sold as "Wheeling stogies" could not be manufactured in Boston or elsewhere than Wheeling, W. Va.

The decision is the result of a suit brought by a West Virginia manufacturer against Joseph Engel, of this city.

It is claimed that this decision will be far-reaching, inasmuch as it may be applied to Key West cigars not actually made in Key West.

## GAVE HER LIFE IN VAIN EFFORT TO SAVE GRANDSON.

Mrs. Simonds, Aged Widow of a University President, Drowned Trying to Rescue Her Little Comrade.

Had Come from the West to Spend the Season at Her Son's Summer Cottage and Brought the Child with Her.

Grandmother love—the love of seventy for seven—inspired at Rye Beach yesterday a fruitless sacrifice. White hair and brown, the waves tossed them apart, though in life they had been together always.

Grandmother eyes could not endure the sight of brown hair dipping hopelessly below the surf, and when the white hair was found undulating on the tide it was seen that the withered hands were still outstretched to save.

She was the widow of Professor John W. Simonds, president of the University of Dakota. Her son is Jefferson Simonds, treasurer of the Columbia Hosiery Company, of One Hundred and Thirty-eighth street and Park avenue. The brown hair was that of her grandson, Franklin Bartlett Simonds, a most engaging little boy. They understood each other perfectly, he and she. When Jefferson Simonds invited his mother to spend the summer with him at his Rye Beach cottage, it was a matter of course that the white hair should not go without the brown.

Both were very happy there. In spite of her age, Mrs. Simonds went into the water every day with her little comrade. And she would sit beside him while he fished with a line his uncle had given him, and try to find answers for all his questions about fishes and trees and stars. The Winona, where they lived, is one of eight cottages built in a circle, so handy to the Sound that one has but to step from the piazza in a bathing suit and feel dressed for the day.

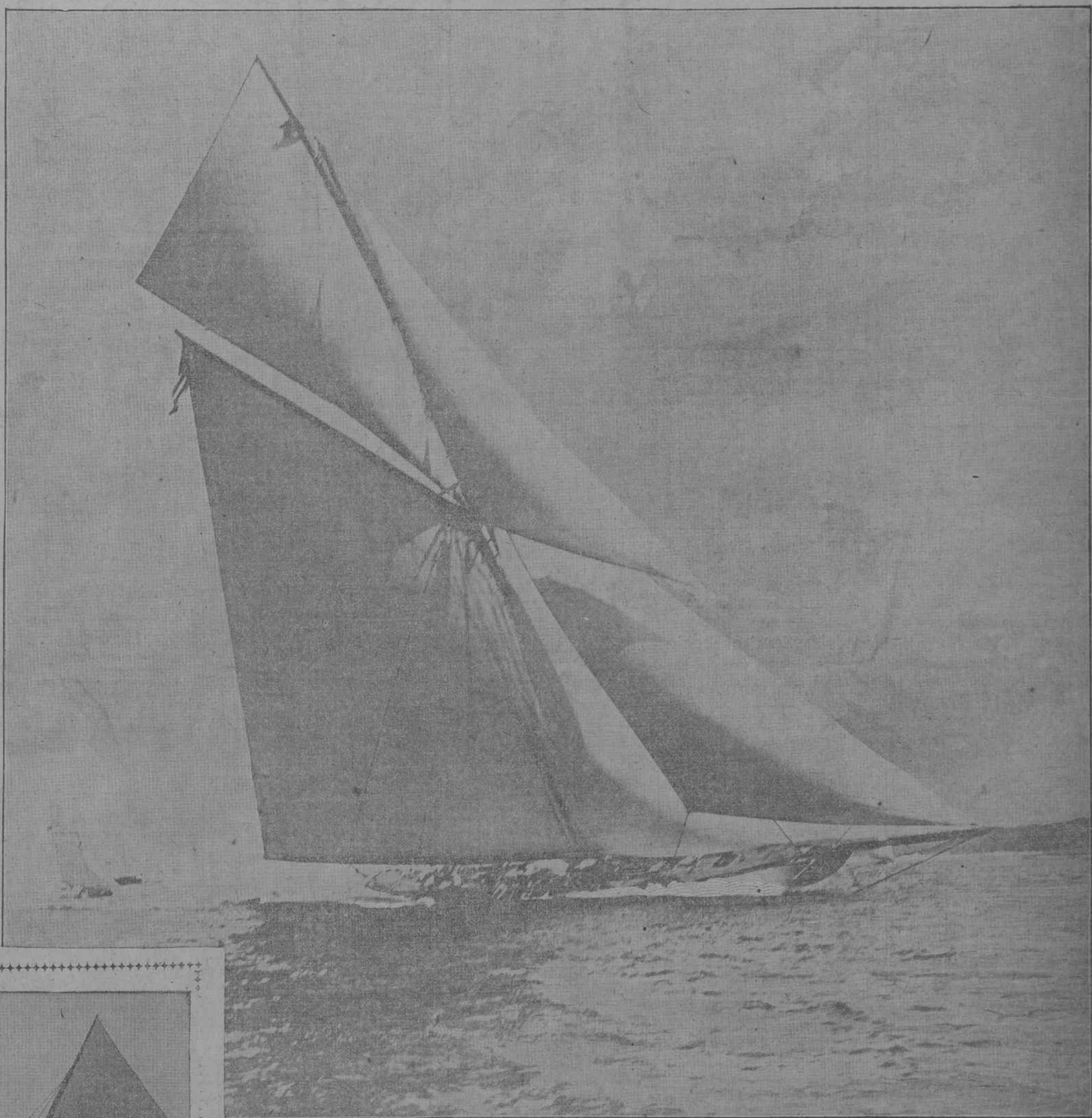
White hair and brown were left in possession of the cottage the other day, when Mr. Simonds took his wife away to breathe the cooler air of New Hampshire. That gave them more room to play "make-believe" games in, and they spent so much time in their bathing suits that the little fellow boasted of being as brown as an Indian.

White hair and brown: it made the neighbors smile to see them bobbing in the surf together. But yesterday morning all smiles ceased. The little chap, dashing his grandmother to pursue him, went out too far, and a wave lifted him off his feet. Then the brown hair went under, and old Mrs. Simonds floundered out into deeper and deeper water, with the billows hitting her in the face, as if to drive her back.

The brown hair appeared once or twice after that, half submerged, like a small clump of seaweed, and for a moment a little arm would be seen to beat the water. Each time it was further out. The white hair followed, loosened by the waves. The brave old eyes were turned seaward. To those on shore was blown a half choking cry of "Frankie! Frankie!" And then the white hair, too, was swallowed up.

They did not meet again until long afterward, for the tide divided them. But white hair and brown, when the bodies had been landed, were laid side by side in the rear of an undertaker's shop.

## TO-DAY'S GREAT RACE BETWEEN THE COLUMBIA AND THE DEFENDER WILL TELL WHAT CHANCE WE HAVE AGAINST THE ENGLISH CHALLENGER FOR THE CUP.



First Photograph of the Beautiful Yacht Columbia Flying Over the Water in Full Breeze.

Showers; brisk southerly winds.

SALUTED by about every steam and sailing craft in the harbor, the Columbia, which is to race the Defender to-day off Sandy Hook, made her debut in New York waters yesterday afternoon. About 7 o'clock last night she dropped anchor off the New York Yacht Club station off Tompkinsville, S. I.

The new and old cup defenders came down from New Rochelle in tow, and as they passed slowly down the Sound they were greeted with cheers and whistles from every tug and steamer that passed them.

From the time the Columbia reached Hell Gate her progress was a triumphal one. The convicts on Blackwell's Island cheered her, while the workmen in the various breweries and factories along the East River forsook their work and waved a greeting to the new cup defender.

To-day's Thirty-mile Ocean Race.

To-day the Columbia will have a chance to show her speed against the Defender in a thirty-mile ocean race off Sandy Hook. While the old and new cup defenders have met off Newport and New London in several interesting little scraps to-day's contest is the first real race between these two notable single stickers.

In the preliminary contests the new boat apparently had all the best of the argument, but whether either the old or new yacht showed her true form or not will probably be settled by to-day's race.

According to Captain Hank Hall, the Defender's former skipper, the old '95 champion never had a fair chance to show her real form when she raced against Valkyrie III, and if the veteran skipper is to be believed the Defender is capable of far greater speed than she showed four years ago.

In fact, Captain Hall says, with a few slight changes in her rig and sail plan she could be made ten minutes faster over a thirty-mile course than she was in 1895.

Judging by what little has been seen of her work the Defender has not suffered in Mr. Duncan's hands, and is considerably faster than she was in 1895.

This being the case, the majority of ex-

### SAILING DIRECTIONS.

START—The start will be off Sandy Hook or Scotland L. S., as will be signalled. The preparatory signal will be made at 11:30 a. m.

COURSES—No. 1. From the starting line, to and around a mark fifteen miles to windward, or to leeward, and return, leaving the mark on the starboard hand.

No. 2. From the starting line, ten miles to and around a mark; thence ten miles to and around a second mark; and thence ten miles to finish line, turning the marks on the outside of the triangle, to port or starboard, according as the yachts are sent around.

STARTING AND FINISH LINES—Which will be between a point on the flag ship "Corsair," indicated by a white flag, and the mainmast of the light ship—will be at right angles with the outward and home courses, respectively.

MARKS—Will be floats displaying a red flag with white stripe.

### STARTING SIGNALS.

PREPARATORY—A gun will be fired and a red ball hoisted.

SIGNAL FOR THE START—Ten minutes later a second gun will be fired and another red ball hoisted.

HANDICAP TIME—Two minutes later a third gun will be fired and both balls will drop.

### RECALL SIGNALS.

A yacht crossing the line before the starting signal is made, will be recalled by a blast of the whistle and the display of her private signal.

If toward 6 p. m. it becomes apparent that the finish will be much delayed, the race will be called off, through mutual agreement between the Columbia and the Defender.

S. NICHOLSON KANE, Regatta Committee,  
CHESTER GRISWOLD,  
IRVING GRINNELL.

boat, and gave out the final official instructions for to-day's race.

Mr. Kane, in conversation with a Journal reporter, said that Commodore Morgan would have as guests to-day Rear Admiral Higginson and Captain Edwin M. Shepard, of the Lighthouse Board. He said that they would be present to-day for the purpose of making arrangements for rules governing the international races next October.

To Stop Interference.

The plan at present proposed is for the Government to lay out a circle of buoys around the Sandy Hook lightship. These buoys will be placed a few hundred yards apart, and the circle around the lightship will have a radius of a mile or a mile and a half.

This circle of buoys, according to present plans, is to mark a dead line, beyond which no excursion steamer or tug must go. The idea is to give the yachts plenty of room for maneuvering, and to do away with the complaints of interference that marked the Dunraven races of '93 and '95. Whether the Government will be able to enforce this rule remains to be seen, but in the interest of sport and fair play it is to be hoped that some such plan can be carried out.

Excursions to See the Race.

Many members of the New York Yacht Club and their friends will view the race from the Cephus, the iron steamboat, which has been chartered by the club. The boat leaves Pier 1, North River, at 9:30 a. m.

A number of excursions have been arranged to go down the bay to witness the contest.

The iron steamboat Taurus will leave the foot of Twenty-second street, North River, at 9 o'clock in the morning and Pier (new) 1, North River, half an hour later. The Bay Queen sails from the Bridge Dock, Brooklyn, near Fulton street, at 9 a. m., touching at the Battery Landing at 9:45 a. m.

The Dolphin leaves from the foot of East Thirty-first street at 9 a. m. and the Liberty at 9:50.

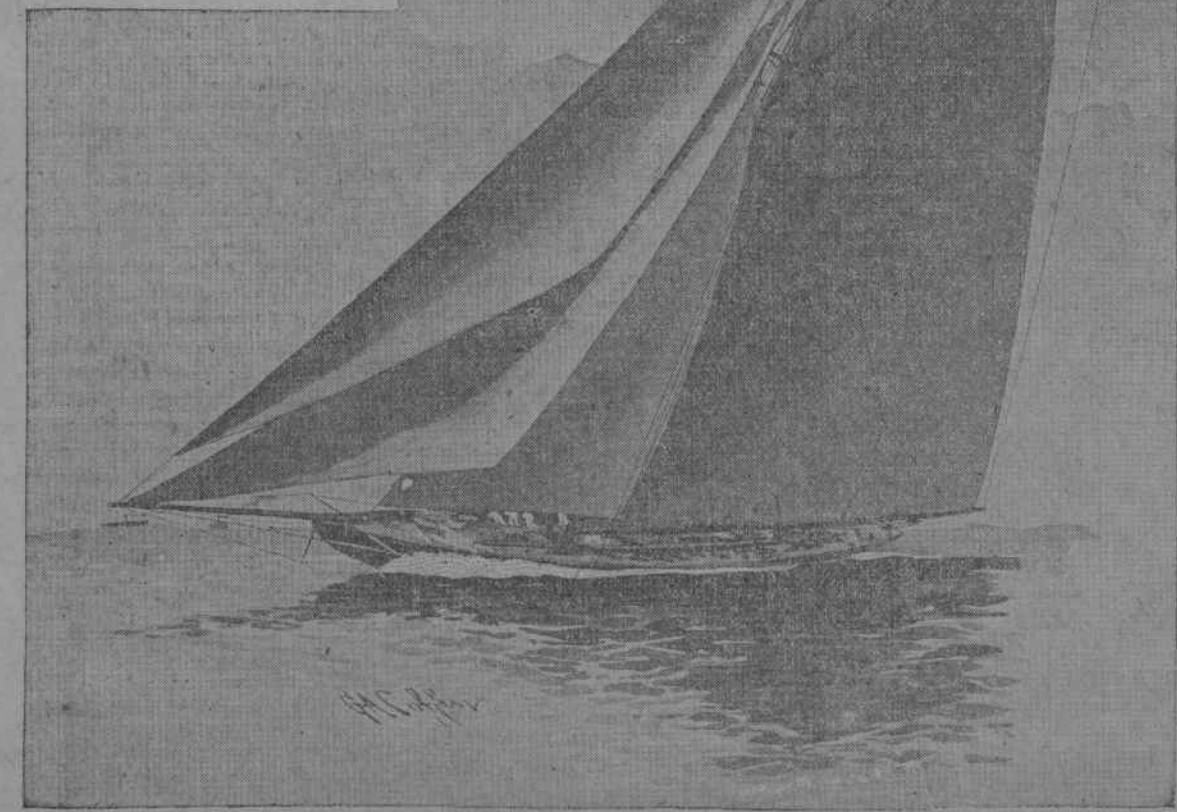
For the opinion of the spectators at to-day's race, including even the experts, will have great difficulty in distinguishing them apart.

The most noticeable point of difference is their masts, the Defender having a steel spar painted a dull yellow, while the Columbia's wooden mast is of a far lighter hue.

At the New York Yacht Club yesterday S. Nicholson Kane, chairman of the club's regatta committee, who will have charge of to-day's race, announced that Commodore Morgan's Corsair would be the committee

Boats Resemble Each Other.

Above the water line there is little difference between the two boats, and the ma-



The Defender As She Appeared in a Full Breeze on the Sound on Tuesday.